

# The National *Falcon* News



Rick McNelly  
Belvidere, Illinois



1960 Falcon Four Door Sedan

June 2008



## Cover: Rick McNelly

This unique 1960 Falcon of Rick McNelly's is for sale! The photo he sent with his ad was so good, it made the cover. See his ad in the Classifieds and related article on 1960 Falcon History on page 11. Do you have a photo you think should be on the cover? Send it to the Editor, address on page 6.

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# The National *Falcon* News

June 2008



# James H. Dottling, Ltd. FALCON CONNECTION 1960-1965



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**P**eople often refer to the Falcon National Convention as a family reunion. For nobody more than the Faust family of Minnesota is that reference so absolutely accurate.

The Faust clan had four family Falcons at the Minnesota Meet in 2007 and lots of family members from young to young at heart. They gathered in Bloomington from all corners of Minnesota to show off their Falcons, visit with friends, and especially to meet up with family and catch up.

Meet the Fausts! In the photo above, on the left are Kim and Neil Przybilla (FCA #11589) from Royalton, Minnesota with their 1965 two door sedan. The light blue Falcon is a family car that they have had for twelve years.

Second from left are Scott and Pam Faust of St. Cloud, Minnesota (FCA #12929) with their two door 1963 Futura hardtop. It is a Rangoon Red daily driver that they have had for six years.

Third from left is Russ Faust (FCA #11588) of Elk River, Minnesota and his 1964 Futura hardtop. It is also Rangoon Red with white accent stripe. He has owned the Falcon since July of 1989, which makes him the longest running Falcon owner in the Faust family.

On the far right are JoAnn and Pat Faust of Milaca, Minnesota (FCA #6536), with their 1965 Falcon convertible, again red! The Falcon was a surprise 65th birthday present for JoAnn two years ago.

Not in this photo, but still in attendance and a Faust Family Falcon owner are Paul and Joy Faust of Falcon Heights, Minnesota. Their Falcon is a 1963 two door sedan that he roller painted with house paint. He didn't say what color. They have had the Falcon for ten years and were at the convention to hook up with family and get parts.

The Faust Family Falcons will be flying to Springfield, so be sure to say hello to them there.



*Kim and Neil Przybilla with their '65. Neil set up the photo shoot and Kim is a great poser. She says, "I love pictures."*



*JoAnn and Pat Faust with their 1965 convertible, JoAnn's surprise birthday present. JoAnn says, "The Falcon Convention just gets to be more fun for us every year. We are all really looking forward to Springfield."*

—More Faust Family Photos on page 4



The Falcon  
Convention just  
gets to be more  
fun for us  
every year.



These three photos include the entire Faust family represented in Minnesota. From left: Neil, Pat, Kim, Scott, Russ, JoAnn, Paul, daughter, Anne, Joy and Pam.



Russ with his 1964 Futura hardtop



Pam and Scott with their '63 Futura



# President's Message

The Falcon Club of America has held a National Convention for the past 28 years. The Convention is a combination car show, swap meet, banquet, vacation and a large family reunion. I can't think of a better place to meet fellow Falcon enthusiasts, build friendships, find those needed parts, and maybe locate that Falcon you've been searching for.

For our Board of Directors and Officers, the National Convention is a time to meet and share ideas and issues that have been passed to them throughout the year. Sad to say, but it's the only opportunity we have to meet in person as a group. Make sure to contact your Regional Director with any ideas or concerns you may have to be presented to the Board of Directors. The Falcon Club of America is your club—your input is important.

The National Convention also gives the membership of the Falcon Club of America the opportunity to elect new Officers, hear the latest Falcon news and vote on any by-law changes that may be presented by the BOD. All FCA members over the age of 18 are eligible to vote along with their spouse. The time and place of the Business Meeting will be listed in the

schedule of events in your registration packet. Please plan to attend this very important annual meeting.

This year the National Convention is being hosted by several Chapters from states surrounding the Springfield area; this is a first for a National Convention. The National Convention Committee has worked very hard to make this a very memorable event with great tours planned and great shopping. It is not too late to register for the Convention and make those hotel reservations.

Thanks to the Keystone Chapter for hosting their 14th Regional Meet in May. Check the Event Calendar in the latest issue of the National Falcon News and [falconclub.com](http://falconclub.com) for Regional Meets scheduled for August in Oregon, Michigan and Massachusetts.

We look forward to seeing everyone in Springfield for the 29th National Convention.

Don't forget, "Take A Kid To A Car Show."

*Chuck and Carolyn*



## Regularly Scheduled Chapter Meetings

**Alamo Chapter**  
San Antonio, TX  
2nd Sun.—monthly  
Pig Stand, 1508 Bdwy.  
San Antonio TX  
(210) 287-4498

**Arizona Chapter**  
Phoenix, AZ  
2nd Sat. except June, July,  
Aug. at Berge Ford, 460 E.  
Auto Center Dr., Mesa, AZ  
(480) 888-0589

**Bluegrass Chapter**  
Louisville, KY  
2nd Sat. each month at  
4:30 PM—Jefferson Co.  
Government Center, 7201  
Outer Loop  
(502) 231-8715

**Blue Ridge Chapter**  
South Carolina  
3rd Sun.—monthly  
Greer, SC  
(864) 879-1060

**Capital City Chapter**  
Austin, TX  
3rd Sat. - monthly, 5 PM  
(512) 832-0544

**Carolinas Chapter**  
Charlotte, NC  
1st Mon.—7 PM  
Ryans Restaurant  
Concord Mills Blvd  
off I-85  
(704) 735-5077

**Central California**  
Falcon's  
Bakersfield, CA  
1st Tuesday 6:30 PM  
Marcia's house,  
5304 Southshore  
661-587-8539

**Fresno, CA**  
3rd Thursday at Applebee's  
in Clovis, 98 Shaw Ave.  
7:00 PM  
559-322-0108

**Early Falcon Car Club**  
of Victoria, Inc.  
Australia  
1st Tue. 7:30 PM  
Cafe Hotel, Melbourne  
9369 1574

**Founder's Chapter**  
Arkansas  
2nd Sat.—monthly  
(501) 605-1370

**Gateway Chapter**  
St. Louis, MO  
4th Sun.—monthly  
(636) 677-4670

**Golden Gate Chapter**  
San Francisco, CA  
2nd Sat.—Odd Months  
(408) 293-5848

**Great Lakes Chapter**  
Michigan  
3rd Sun.—bimonthly  
(313) 980-1868

**Hoosier Chapter**  
Indiana  
1st Sun.—monthly  
Edwards Drive-In  
2126 S. Sherman Dr.  
Indianapolis  
(317) 786-1638

**Lone Star Chapter**  
Mt. Pleasant, TX  
3rd Sun.—monthly  
(903) 572-9593

**Metro Detroit Chapter**  
Detroit, MI  
1st Sun.—bimonthly  
Pia's Restaurant  
Ecorse Rd, Taylor  
1 mile east of Telegraph  
(313) 382-2993

**Mid America Chapter**  
Kansas City  
1st Fri.—monthly  
(913) 592-3571

**Mile Hi Chapter**  
Denver, CO  
3rd Fri.—monthly  
(303) 857-9360

**Music City Chapter**  
Nashville, TN  
Monthly Meetings  
Call for dates/locations  
(615) 452-0321

**Northeast Chapter**  
New England  
3rd Saturday —monthly  
[northeastfalconchapter.com](http://northeastfalconchapter.com)  
(952) 334-1654

**NE Texas Chapter**  
Gladedwater, TX  
2nd Sat. monthly  
(903) 759-6850

**Northland Chapter**  
Minneapolis, MN  
2nd Sat odd months  
(952) 334-1654

**River City Chapter**  
Sacramento, CA  
2nd Tue.—monthly  
(916) 784-2443

**So-Cal Falcons**  
Burbank, CA  
2nd Saturday—bimonthly  
(818) 845-9725

**Sooner Falcons**  
Oklahoma City  
3rd Sat.—monthly  
(405) 205-3497

**Sonoma County**  
Santa Rosa, CA  
1st Thurs.—monthly  
(707) 539-2860

**Southeast Chapter**  
Georgia  
1st Sun.—monthly  
(770) 887-6268

**Space City Chapter**  
Houston, TX  
2nd Sat.—monthly  
Prince's Drive-In, I-45 &  
Fuqua; 6:00 PM  
(713) 703-5110

**Star City Falcon Club**  
Roanoke, VA  
Monthly meetings  
Call for date/location.  
540-254-1515

**Virginia Falcons**  
Richmond, VA  
2nd Sun. even months  
(804) 739-1615

**Wheat State Chapter**  
Wichita, KS  
1st Sat. even months  
(316) 838-7487



# Falcon Club of America Officers

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57ray@pacbell.net

## **WEB SITE**

www.falconclub.com



# Classified Advertising

## Falcons For Sale



1968 Falcon Futura four door sedan, 289 V8, Cruise-o-matic, factory A/C, P/S. Well kept, rust-free Southwest car. Nice shape inside and out. 62,000 original miles. White over gold, white interior. New custom turbo duals, new brakes. Good driver. \$4200 OBO. Cliff Reisig, 505-585-5545 or [hhazard87002@yahoo.com](mailto:hhazard87002@yahoo.com). NM

1968 Falcon Futura Deluxe wagon. California car, 289 cu. in., automatic, factory air (not charged). Front disk brakes, roof rack, dual tailgate with electric rear window. Original interior, newer paint, new rims and tires. Runs great. Lots of

parts. Past Feature Falcon. \$10,000 OBO. Email for photos, Bryan, [sawtellefab4@verizon.net](mailto:sawtellefab4@verizon.net) or 805-934-4408. CA.

1967 Falcon Futura Sports Coupe. Six cylinder engine, automatic transmission. Black vinyl top, bucket seats. Third owner, excellent condition. Runs and drives great. Aftermarket A/C. \$5500. Edward S. Mitchell, 864-980-6031 after 7 PM Eastern time. SC.

1966 Falcon Ranchero. Restored complete. Bright Red. Bucket seats. Power windows and door locks. Air Conditioning. New dual muffler system. New MP3 CD, AM, FM Radio. Stock 289 engine. New Tires. Excellent condition. No rust! E-mail pictures, [billydee@rascal.cc](mailto:billydee@rascal.cc) Asking \$12,000. or OBO. Located in Grants Pass, OR.



1966 four door, 200-6 cyl. automatic, air, power steering, 79,000 actual miles. New turquoise and white paint, new seat covers, carpet, trunk mat, dash pad, alternator, fuel pump, brakes, shocks, plugs, points and so forth. Excellent tires, never any rust, very nice and ready to go. \$4,950. Ezra Wingfield, 501-316-0997 or 501-249-4488. AR.

—Continued on page 22

## How to Advertise in The National Falcon News

**Email your classified ads to: [wcrosby62@sbcglobal.net](mailto:wcrosby62@sbcglobal.net)**

**VERY IMPORTANT!** Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: ' 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at [123falcon.com](mailto:123falcon.com). Eastm pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or [123falcon.com](mailto:123falcon.com). PA.

**To Advertise:** FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to [wcrosby62@sbcglobal.net](mailto:wcrosby62@sbcglobal.net). Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.  
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

# Shrimp Recipes



## OLD RECIPE FOR CORN AND SHRIMP

2 pounds shrimp  
3 eggs  
3 cups sweet milk  
½ cup chopped celery  
¼ cup chopped onion  
¼ cup chopped green bell pepper  
1 teaspoon ea.; prepared mustard, Worcestershire sauce  
½ stick butter  
Salt, pepper  
Milk biscuits or lunch crackers  
Cracker crumbs

Beat eggs slightly. Mix all ingredients together. Wash shrimp and pick raw. Shrimp may be added raw or cooked 5 minutes in double boiler. Put in juice if they are cooked. Season to taste. Line buttered casserole with milk biscuits or lunch crackers. Pour in mixture. Sprinkle top with buttered cracker crumbs. Bake at 300 degrees for one hour. Serves 10.

## SHRIMP CASSEROLE

½ pound sliced mushrooms  
2 tablespoons butter  
2 tomatoes, cut up  
½ cup thin cream  
2 tablespoons flour  
¼ cup sherry  
1 tablespoon Worcestershire  
3 pounds shrimp  
½ buttered bread crumbs  
Salt, pepper, paprika

Saute mushrooms in butter. Add onion and tomatoes and simmer for ten minutes. Blend cream and flour and add, along with sherry, Worcestershire, salt, pepper and paprika, to taste. Add shrimp, cooked and peeled and put in large buttered casserole. Top with crumbs and bake in 350 degree oven until brown (20 minutes). Serves eight.

Recipes reprinted from *The Southeast Times*, Newsletter of the Southeast Chapter, Jeff Thomas, Editor

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# Letters to the Editor

Ms. Crosby,

Regarding the correction in April Issue regarding my Futura; My Futura and Sprint both are two door hardtop, V8, bucket seats, just one number different in the code.

To err is human. I do not feel you need to apologize to me. I think it is great that a Diamond in the Rough like mine has a place in the club and *The National Falcon News*.

In my opinion, you do a great job with the Falcon News, showing all years and types of Falcon. I like seeing the old Falcon Ads, too. We members just need to send in more photos and stories to help you out.

Thanks.

R. L. Hall  
Springfield, MO

Dear Wendelyn Crosby and Staff:

I want to thank you on the article on "Wade's Falcon" (January 2008). What a great job you and your people did with it! I was expecting only pictures of the car; and I was overwhelmed with a full page feature. I'm sure if my son had known about the Falcon Club of America, he would have joined, like I did, and enjoyed a great magazine. Please keep up the great work, as we Falcon owners need this communication between members.

Today I received a letter and picture of a 1963 hardtop Falcon from R. L. Hall of Springfield, MO. He wanted information on his '63 and asked what we had done to ours. So, as I said before, we need this magazine. I'm glad I joined.

Again, thanks to you and your staff.

Yours truly,  
Tony and Gloria Gardy (FCA #12372)  
Phoenix, AZ

—Editor's Note: Thanks to Tony and all the others who send encouraging comments and kind words about *The National Falcon News*—it really makes a big difference!

As for me and "my staff," well, the buck stops here. I do however, want to thank all my frequent contributors; Dick Harrington, Ted Boothroyd, Bill Honor, Phil Barber, Bill Lind, Reiba Schweitzer, Al Aiello, Rainer Hantschel, Kyle "Fireball" Hartman, Bruce Wolfe and all the others who have made *The Falcon National News* a success. Couldn't do it without you guys.

I also sincerely thank all the folks who have sent in their stories about and photos of their Falcons; keep those cards and letters coming! Like R. L. Hall says above, members just need to send more photos and stories to help out.

Don't forget the Falcon National Photo Contest if you are heading for the National Meet in Springfield! See details and specs in May 2008 issue.

Dear Editor,

I wanted to follow up on Dick Harrington's Tech Tip on the F-series windshield wiper conversion (March 2007). I just did it, and what a great idea. Thanks Dick!

I did find some variations that should be noted. First, try to get everything from the same donor vehicle. I could not and it made it a little more difficult. I found there are two different F-series connectors; a five wire/pin and a six wire/pin. The five pin will work with some creative wiring. Also if you are looking at a 1987 F-series, be aware that there are both two connector and single connector motors. You want the single. Also I found some older trucks have an odd motor that doesn't look at all like the "normal" cylindrical motor, it was more of a flat round shape. I don't think that one will work.

The other thing to be aware of is the intermittent delay box is somewhat delicate so if the wipers won't park when turned off, or if the intermittent feature doesn't work, the box is bad. That happened to me.

Finally there is a fitment issue I ran into. The F-series motor stands more proud of the bracket than the Falcon motor. Normally this wouldn't matter, but I have an aftermarket air conditioning system and the difference now makes one arm hit the box where the air tubes come out. It's irrelevant though, if you don't have air conditioning. I'll modify the motor fitment and if necessary, the arm. These are all relatively minor issues and I don't mean to scare anyone away. Its really pretty easy and worthwhile. I hope this is helpful to folks.

Tim Teater (FCA #12381)  
Boise ID.

## GOOD NWES FOR EIDOTR!

### Amzanig huh?

Aoccdnrig to a rsheearch sudty at Cmabrigde Uinervtisy, it deosn't mttar in waht oredr the ltteers in a wrod are. The olny iprmoetnt tihng is taht the frist and lsat itteer be in the rghit pclae.

The rset can be a total mses and you can sitll raed it wouthit a porbelm.

Tihs is bcuseae the huamn mnid deos not raed ervey lteter by istlef, but the wrod as a wlohe.

Rnepietrd form *The Soheutast Tmeis*, Nsletewter of the Soeahsutt Cpahter, Jfef Tmhoas, Etodir



# 18<sup>th</sup> ANNUAL FALCON CLUB OF AMERICA PACIFIC REGIONAL

## Falcons and Comets Cruz'n the Northwest

Hosted by The Sonoma County Falcons for Fun Chapter, The Rainier Chapter and The Columbia River Falcon - Comet Club

August 15<sup>TH</sup> AND 16<sup>TH</sup> 2008



**SHOW LOCATION - August 16<sup>th</sup> 2008**

**Antique Powerland\*\*, 3995 Brooklake Road NE, Brooks, OR 97303**

**HOST HOTEL - Red Lion Hotel**

**3301 Market Street NE, Salem, OR 97301**

**Call (503) 370-7888 or (800) 248-6273**

**Mention the Falcon Club for special rate of \$89.00+tax  
Reservations must be made by July 25, 2008 for special rate**

### Registration Form

NAME \_\_\_\_\_ SPOUSE/GUEST \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

(\_\_\_\_\_) \_\_\_\_\_  
PHONE \_\_\_\_\_ E-MAIL \_\_\_\_\_ CHAPTER (if Applicable) \_\_\_\_\_

YEAR

MODEL

BODY STYLE

SEE WEB SITE - <http://www.rainierfalcons.com/08regional.html> for Event Schedule and other show information. Best of Show, Ladies Choice, Farthest Driven and Oldest Car Awards.

|                             | PRIOR<br>TO 08/06/08 | AFTER<br>08/06/08 | QTY                      | REMITTANCE |
|-----------------------------|----------------------|-------------------|--------------------------|------------|
| FIRST VEHICLE               | \$20                 | \$25              | _____                    | \$ _____   |
| ADDITIONAL VEHICLE          | \$15                 | \$20              | _____                    | \$ _____   |
| NO VEHICLE                  | \$10                 | \$15              | _____                    | \$ _____   |
| REGIONAL T-SHIRT            | \$15                 | \$15              | S _____ L _____ XL _____ | \$ _____   |
|                             | \$17                 | \$17              | 2XL _____                | \$ _____   |
| BBQ after show (Kids Free)  | \$5                  | \$5               | _____                    | \$ _____   |
| PARTS SWAP SPACE/CAR CORRAL | \$15                 | \$15              | _____                    | \$ _____   |

Make Check Payable to:  
Sonoma County Falcons for Fun

**TOTAL...** \$ \_\_\_\_\_

Mail Registration and Check to:  
John Guerini  
3890 Rock Spring Drive  
Santa Rosa, CA 95405

More Information:  
John Guerini (707) 696-8607  
[guerini@sbcglobal.net](mailto:guerini@sbcglobal.net)

<http://www.rainierfalcons.com/08regional.html>

**Liability release must be signed to complete registration:** It is understood that the Falcon Club of America and the Sonoma Falcons for Fun and Rainier Chapters of the FCA, and the Columbia River Falcon-Comet Club assume no responsibility for loss or damage of car or property during this event.

Signature \_\_\_\_\_ Date \_\_\_\_\_

**\*\*Antique Powerland** is a complex of several heritage power museums. It includes the Oregon Electric Railroad Museum, Pacific Northwest Truck Museum, Vintage Car and Motorcycle Museum, the Brooks Depot Museum of Local History, Steam Museum, Tractor Museum, Large Engine Museum, Caterpillar Machinery Museum.





While the internal envelope was where most of the developmental funds were aimed, the 1960 Ford Falcon exterior was what would ultimately attract the buying public. Charged with the task of making the new compact appeal to a style-conscious public was Eugene Bordinat, Jr.

Though relatively new at Ford, his background in Detroit started with General Motors, where he had been employed since 1938. One of his first projects at Ford was the new compact. Basically, Bordinat's job was to keep the car simple and under budget — two of Ford exec Robert McNamara's favorite themes.

Several design ideas were explored, seeing the creation of such vehicles as the L'Avion and Astrion concept cars. A two-seat Thunderbird-like vehicle was even created with photos "leaked" out to throw the competition off balance. In total, more than 20 proposals were presented for the Falcon project. Some of the ideas eventually made their way to other Ford products.

Many of the proposals strayed from the original theme of simple and basic. However, Bordinat was able to successfully translate McNamara's wishes, and came up with a very attractive presentation. The frontal view featured two single headlamps mounted inside a wide, soft-edged surround filled in with a stamped aluminum grille produced for Ford by Alcoa.

Quad-headlight arrangements had been suggested for the Falcon, but preliminary presentations gave the car an uneven look. Not only did the use of the two-light front end lend to a cleaner appearance, it was also a cost-cutting move. Another feature that saved money (and weight) was a hood support rod attached to the radiator support instead of spring-equipped hinges.

Falcon's rear view featured a pair of large round taillights in keeping with what had become a recognized Ford design theme. (Ironically, 1960 full-size Fords departed from the round taillight theme, which may have contributed to sales being off that year.) Falcon's side view was simple, featuring an indented cove that started on the front fender and ran the length of the car, trailing off to accentuate the shape of the taillight tunnels.

Doors and panels were relatively thin, and ornamentation was also kept to a minimum: stainless steel trim around the windshield and rear glass, chrome block letters spelling out



"Ford" on the hood, and a series script on the front fenders behind the wheel well and again on the back panel.

Eight standard exterior colors were used, all of them shared with the big Fords. Optional two-tone choices were limited to contrasting roof/body patterns.

Inside, passengers enjoyed nearly the same amount of room as in the 1952–1954 Fords. Upholstery consisted of Moroccan-grain vinyl bolsters and stylish nylon cloth inserts. Interiors were equipped with standard front-door armrests and black "Sof-Tred" rubber carpeting.

A neatly styled dashboard housed all instruments in a duster directly in front of the driver. The sweep-type speedometer was large and could be easily viewed through the steering wheel. It was flanked on the left by the fuel gauge and on the right by the temperature indicator. Oil pressure and generator charging status was indicated by red warning lights on either side of the odometer. The parking brake was operated by means of a T-handle to the left of the driver.

Falcon wagons were really quite advanced in their design. While full-size Ford wagons still used a two-piece tailgate, Falcon haulers featured a rear window that could be retracted into the tailgate. (For those who had a few extra dollars to spend, this could be power-operated.) Offering up to 76.2 cubic feet of space, the wagon had plenty of cargo room for most family loads. With a little bit of jockeying and the tailgate left down, a four-by-eight sheet of plywood could be loaded into the car.

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Reprinted from *The Desert Flyer*, Newsletter of the Arizona Chapter, Bill Lind, Editor  
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'66 Ranchero

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Frequent contributor Bill Honor (FCA #6393) of Fort Wayne, Indiana and son, Dillon, sent these "Falcon photos from the road." His '69 is parked at what Bill calls "the perfect gas station stop" in Michigan, Falcon's Food mart.

The Econolines were found on a trip to Perrysburg, Ohio between Napoleon and Waterville; "Five Falcon pickup vans just sitting; no one home to ask about them."



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# Ed & Marilyn Kernozek

How many car enthusiasts have you heard say, "I wish I had never gotten rid of that car?" Well, Ed Kernozek of Gales Ferry, Connecticut was once a member of that remorseful group.

He bought a 1965 Ford Falcon used, in 1966. The car played a large part in many wonderful memories, including chauffeuring his then-girlfriend, Marilyn, and now wife of 38 years, to her Prom in 1968, and later, their wedding in 1970.

Unfortunately, Ed had to sell his beloved Falcon in October of 1976 for the same reason heard hundreds of times before, to purchase a more family oriented vehicle. But the 1965 Falcon was never forgotten.

Years later, in 1999, while perusing the classified section of the local paper, Ed and his eldest son, Tracy, found a 1965 Falcon for sale. During the negotiations and acquisition of this car, Ed was elated to learn that this car was his original Falcon!

After many years of painstaking restoration, through Tracy's shop, TK Custom Auto in New London, Connecticut, the car has been transformed far beyond her original glory. Ed's second son, Barry, painted the car with PPG base/clear in a combination similar to the original Burgundy. The Falcon is powered with a peppy 289 with four on the floor.

Ed is now treasuring the Falcon and the opportunities it has granted him. At last year's Summer National Meet in Worcester, Massachusetts, he was the proud recipient of a Top 25 Cars award, awarded after a week-long show was enjoyed by family and friends.

Ed says, "This has all been beyond a dream for me. The experience of restoring a car with my sons, and now enjoying it with the whole family is far better than I ever could have imagined!"



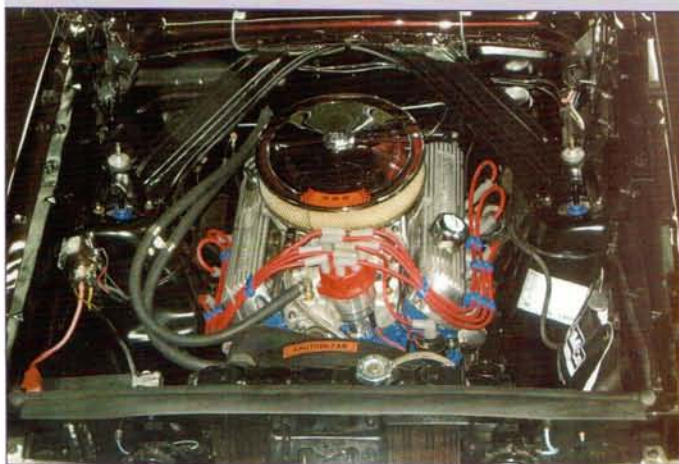
*Ed and Marilyn on their wedding day, August 22, 1970*



*In 2007, with their Top 25 Car Award from Worcester Summer National Meet*



## A Falcon Love Affair



*Painstakingly restored by Ed with sons Tracy and Barry, the experience was far better than Ed ever imagined!*

This story was submitted by Tracy Kernozek, unbeknownst to Ed. Tracy writes, "He recently became a member of the Falcon Club of America (FCA #12804) and enjoys receiving the magazine every month. It will be quite the surprise for him to open his treasured *National Falcon News* and discover his very own car in it!"

Tracy and Ed have attended the Das Awkscht Fescht in Pennsylvania, when the featured car was the Falcon, and Ed and Marilyn attend the Northeast Regional Meet, which falls right after their wedding anniversary.

Look for Ed and Marilyn at your next Falcon meet!

See Leslie and Eva Combs' similar Falcon story, including dates of dating and marriage on page 31.



*This is Part Two of Tom and Pat Boscher's excellent adventure touring Route 66 in their '66 Falcon. Look for the next installment in the July issue. You will be planning your own Falcon road trip by the time you finish reading this!*

## OCTOBER 6 — Flagstaff, Arizona

In 1964, while returning from Southern California, my presence was requested at the police station so they could collect my autograph. The police were so polite they even let me leave \$50 with them for the privilege. Evidently, Flagstaff collects signatures and money from wanna-be race drivers. As we entered Flagstaff I recognized the area the officer suggested I pull over. Back then it was just a dark bend in the road with 45 not 65 on the speed limit sign. This time there we saw a new shopping mall in the final stages of construction with grand opening a week later plus all the traffic trying to negotiate the corollary road building. Had this been in place 43 years ago, I would not have had the opportunity to go faster than 15 MPH. What a mess. When we checked what photos we took that day, we found none of Flagstaff. I must have been harboring ill feelings all this time.



## OCTOBER 7

The 1948 Hudson Pickup was a surprise. One of our friends, George and Jean's car club guys stopped by to discuss the 1967 Ford and some of George's car memorabilia. I stepped

outside to load the Falcon and found the pickup. I didn't even know Hudson ever made a truck. Everything is original or NOS.



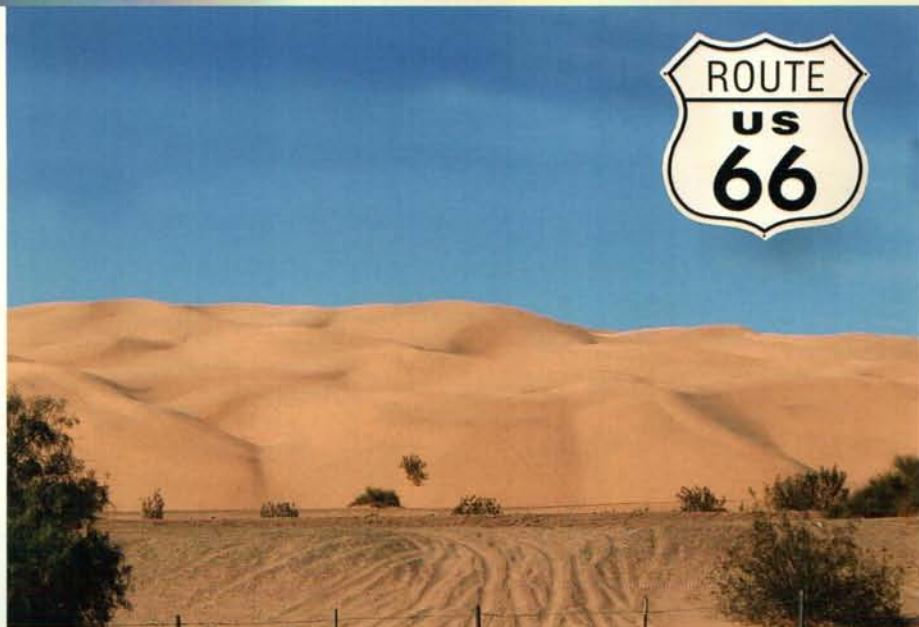
Lunchtime found us in Yuma, Arizona. This was a very long drive to have great Southern BBQ and homestyle meatloaf. Lockable gas cap remains in place as driver strives to keep OEM cap from being left behind at yet another refueling stop. Folks in Oklahoma City and Rolla are, thankfully, honest and not old car gas cap collectors. The driver found it

much more difficult to forget the lockable cap as the ignition key is on the same ring as the gas cap key. I did try a couple of times by leaving the cap on the pump with its key in it and then trying to start the Falcon without a key.

Just east of Yuma, we encountered sand, more sand and even more sand. It looked as though we had entered the Sahara Desert. We had to stop at the first rest area. We thought we were on the set for Lawrence of Arabia and expected to see a camel train come over the top and head toward the oasis we found—sand dunes in all directions.



Pat works for the Bedford Times-Mail as proof reader and Coop Advertising Coordinator. As we were heading west, she saw the El Centro exit sign. She suggested we go into town and find the paper. The Imperial Valley Press, like the Times-Mail, is owned by Schurz





Communications. We hadn't planned ahead—but thought we might find a reporter or photographer who would take time to create a human interest article. Wrong. We were there late in the afternoon and all the writers had left for the day. We found a good coffee shop near the paper and rested for a while before continuing toward the Pacific.



## OCTOBER 9 — Trek to the Pacific.

As we pulled in, a surfer standing in his pickup bed said, "Nice car." What more can a Hoosier ask? "Nice car" from a California, teenage surfer dude. The driver/navigator is strategically posing to hide the lockable gas cap. At this point, we continue to use the lockable cap and think the OEM will remain in the trunk to avoid irrevocable loss.

The view from the National Cemetery at Point Loma was as inspiring as it was spectacular. The Pacific to the west and San Diego to the east; it provides a fit-

ting final resting site for brave veterans who have ensured us all "the home of the free."



After Point Loma we wound our way toward Coronado Island and the hotel for lunch. Driving without a local map can be exciting, we took whatever road seemed right. On a corner on Point Loma we saw this sight. Imagine some people have to see this every time they step out their front door. We were told this is the view more than 300 days a year. What strength these folks must have...

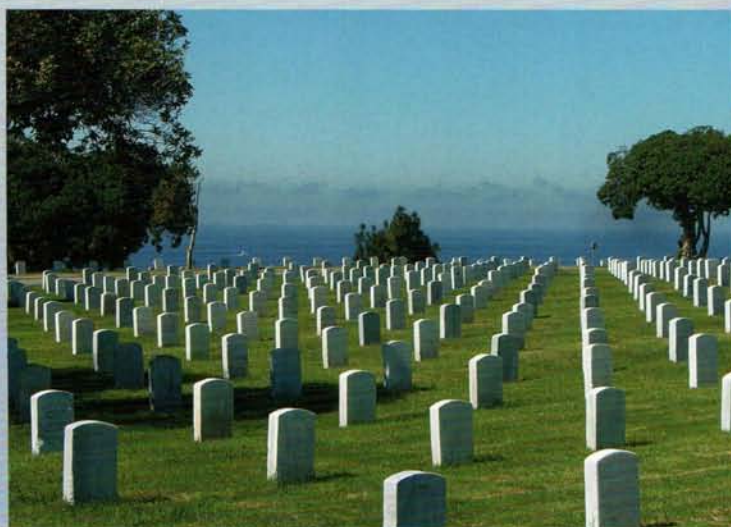
Finally we arrived at the Coronado. Not a bad view from our table. We met a couple, originally from Cleveland, who live on Coronado Island we were looking at a large map of the island. They were looking for their home site and we were just trying to find a way off the island to head north on Pacific Coast Highway. They had moved west about six years ago. We asked what the

average home price is—a million dollars, much more for an ocean view.



After winding our way through San Diego, we found the Pacific Coast Highway and headed toward San Clemente and a meeting with Ben Townsend, President, Beach Cities Chapter. That's me with Ben. Beach Cities hosted the West Coast Regional on October 6th. We met Ben October 9th at Tommy's

—Continued on page 18





# ROUTE 66

# IN A 1966 FALCON

'50s Diner. We shared pie and coffee before heading to Doheny Beach State Park to take photos.



## OCTOBER 10

As mentioned earlier, Pat is a proof-reader. We stopped at Tommy's on our way north the next morning. As we drove up, Pat noticed the Diner was a Dinner...the trials of living with a proof-reader. I wonder how many typos she'll find in this epic.



Just west of San Bernardino, we came to the Wigwam Motel. We got there about 11 AM; we took photos but didn't stay. Then we headed westward to the ocean.



We wanted to eat in local restaurants but really wanted great Italian today. We stopped for black/white film for Pat's camera and the cashier suggested Carino's in Fontana for some really good Italian food. We were there after the lunch rush and had the entire restaurant to ourselves.



As we were leaving we noticed the marker and did the tourist thing.



In western states Denny's are diners not restaurants as they are in Indiana. We came across this one shortly after we had eaten, so it was just a photo op.



## OCTOBER 11



The end of Route 66 is marked by a plaque in a Santa Monica park. It seems a small marker for such a magnificent, historic highway. The little guy sitting on the marker is a gift from my son and has been on every trip since Christmas 2004.



He also gave us the Lick Creek CD with an outstanding version of "Route 66" as its second track. We set the CD player on repeat and listened and sang along at least 15 times each day on the way to the ocean. Three of our grandchildren, Kevin, Stephen and Sara, gave us the Cars CD which has two more Route 66 interpretations. Three distinctive interpretations of Bobby Troup's original recording—more closely recorded by Lick Creek. The shirt is from Race to Indy hosted by the Hoosier Chapter of FCA, my home club.

From the Santa Monica Pier, Hawaii is 5000 miles west, Malibu to the north,





Los Angeles to the south. As we headed north on the Pacific Coast Highway, a Ferrari passed us and the driver nodded. I'll take the nod as a sign of appreciation.



We met a family from England who was spending two weeks in the Los Angeles area. We did the tourist thing and photographed each other.



## OCTOBER 12

The day broke overcast and turned to rain as we traveled the Pacific Coast Highway toward Carmel. We passed and were passed by a Lamborghini, Ferrari, Maserati, Aston Martin and Porsche. They had pulled off in a rest

area to change cars/drivers. I thought about taking a photo as if we were part of the caravan, but I'd rather be in my Falcon.



We passed this display in Santa Maria and thought it was ironic—a horse drawn gasoline tanker.



We did stop to photograph the elephant seals on the beach. There's one in the center of this photo. There were a couple of them who really should have gotten a room...not shown due to explicit nature of activities.

## OCTOBER 13



Stayed in Carmel by the Sea. One of Pat's goals was to stay in Carmel at least once, so we've checked that off our "Bucket List." The room had a Dutch door and no screen and the air was chilly this morning. The breakfast room had a fireplace and Pat camped in front of it until the day warmed enough to be comfortable.



We awoke to find a new Mustang cozying up to the Falcon. I wanted to ensure the red one didn't take advantage of the white one.



—Continued on page 30



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## Things You Should Know But Probably Don't

1. Money isn't made out of paper, it's made out of cotton.
2. The Declaration of Independence was written on hemp paper.
3. The dot over the letter i is called a "tittle".
4. A raisin dropped in a glass of fresh champagne will bounce up and down continuously from the bottom of the glass to the top.
6. Susan Lucci is the daughter of Phyllis Diller.
7. 40% of McDonald's profits come from the sales of Happy Meals.
8. Three hundred and fifteen entries in Webster's 1996 Dictionary were misspelled.
9. The 'spot' on 7 UP comes from its inventor, who had red eyes. He was an albino.
10. On average, 12 newborns will be given to the wrong parents, daily.
12. Warren Beatty and Shirley MacLaine are brother and sister.
12. Chocolate affects a dog's heart and nervous system; a few ounces will kill a small sized dog.
13. Orcas (killer whales) kill sharks by torpedoing up into the shark's stomach from underneath, causing the shark to explode.
14. Most lipstick contains fish scales.
15. Donald Duck comics were banned from Finland because he doesn't wear pants.
16. Ketchup was sold in the 1830's as medicine.
17. Upper and lower case letters are named 'upper' and 'lower' because in the time when all original print had to be set in individual letters, the upper case letters were stored in the case on top of the case that stored the smaller, 'lower case' letters.
18. Leonardo Da Vinci could write with one hand and draw with the other at the same time, hence, multi-tasking was invented.
19. Because metal was scarce, the Oscars given out during World War II were made of wood.
20. There are no docks in Las Vegas gambling casinos.
21. The name Wendy was made up for the book Peter Pan; there was never a recorded Wendy before!

—Submitted by Bill Hardin

Reprinted from *The Desert Flyer*, Newsletter of the Arizona Chapter, Bill Lind, Editor

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# Classified Ads (con't)

—Continued from page 7



1965 Ranchero Deluxe, 289 V8, C4 automatic, factory power steering. No rust, new red paint, glass and interior. Front disc brakes, rebuilt engine and transmission, new wheels and tires. Many improvements. Beautiful Falcon. \$10,000. Call Ronald Winkler, 775-626-3651. NV.

1965 Falcon convertible, factory original Rangoon red with red interior, black top V8, four speed, bench seat. In great condition with 63,000 miles. No rust, original body panels with one gloss repaint. Also included collection of NOS parts in excellent shape. Must sell together \$21,900. Call Ed, 610-746-3056. PA.

1965 Falcon Futura Convertible, blue exterior, blue interior, white convertible top. New carpets, new upholstery, new door panels, always garaged, 6 cylinder, automatic transmission, beautiful car, \$12,000. Call Joanne Henderson at 314-894-3024 or send email to [jojofalconlady@sbcglobal.net](mailto:jojofalconlady@sbcglobal.net). MO.

1965 Falcon 2 Door. 47K Orig. miles, 6 cyl. 3 speed. Beautiful original condition inside and out! Runs excellent! Few minor upgrades, fiberglass hood, headers and rims. \$12,200 OBO. Nick Cira, 773-706-4667 or [ntcira@hotmail.com](mailto:ntcira@hotmail.com). South Bend, IN.

## IMPORTANT!

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Corresponding Secretary.  
Her info is on page 6.



1965 Falcon Ranchero, 302 engine, mild cam, Edelbrock manifold and carb, air conditioning, aluminum radiator, complete msd ignition, power steering and brakes, tachometer and gauges, headers and exhaust, Alpine sound system, Rhino bedliner, new battery, over \$22,000 invested. Sacrifice \$12,000 firm. Ken Smith, 949-387-6110, or [kahuna92630@cox.net](mailto:kahuna92630@cox.net). So. CA.

1965 Falcon Futura 4 door. Champagne White/Blue interior. 289, three speed on column. Rebuilt engine, new front end, electronic ignition, rebuilt carb, new clutch, new exhaust and muffler, new heater core, radiator rodded, radio fixed, new brake shoes, new axle and pinion seal, new battery, new tires. Minor crease on passenger rear door. Comes with \$300 custom car cover. \$3,600. Many photos available. Bob Cermak, 970-223-3359 or 970-556-1527 cell or send email to [bob\\_cermak2@msn.com](mailto:bob_cermak2@msn.com). CO.

1965 Falcon Futura factory original red on red, black top. V8, four speed, bench seat convertible. Original 63,000 miles. No rust, original body panels, one high gloss repaint. Includes collection of hard to find NOS parts in original boxes. Must buy all, \$19,900. Call Ed Torres, 610-746-3056 EDT. PA.

1964 Falcon Sprint Convertible. 260 V8, four speed. Excellent condition, very original, no rust. Numbers match. Black paint, interior, and top. 146,000 miles. \$13,900. Jim, 765-564-4443 or [jcplace2@ffni.com](mailto:jcplace2@ffni.com). IN.



1964 Falcon Futura Convertible..302 3-speed on floor..Runs (I have the original.260. New Top, new brakes, new tires. Body good in primer, Asking \$8500. Maggie Clark, 931-788-6390 or 931-335-4621. Eastern TN.

1963½ Sprint Conv. Restored & upgraded. Reman'd orig 260 and 4-speed, red interior, black exterior, white top. Hurst shifter, Hooker headers, 2.80 gears w/trak-lok differential, four tube radiator w/dual electric fans, 14 x 6 steel wheels, fact wire covers, 195/75R14 Michelins. Featured in April 2005 Falcon National News. \$23,000. Also for sale: 1986 Mustang SVO Raced in One Lap of America in the '90's. 2.3L turbo/inter-cooled, five-speed, 8.8 Trak-lok, four-wheel disks, 16 x 7 fact wheels. Also has full cage, 5 point harnesses, fuel cell, and many spares. Looking for a good home! \$2500. Mike Garrett, 301-916-3323. MD.

1963½ Sprint Convertible. Original 260 V8 w/automatic transmission. 102,000 actual miles. Very few parts missing. Needs restoration. Louisville area.

## Run a Photo Ad!

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or pictures available by e-mail:  
[dglass@nafcs.k12.in.us](mailto:dglass@nafcs.k12.in.us).

1963 Falcon Sprint convertible. This car was owned by the same person for 37 years. I bought the car to restore and sell. New interest have come up; now I would like to sell the car as is. I have all new interior parts that have to be installed. The seats are not done, although I have new seat covers. The car has the original tachometer, New tires, new inner rockers, and it has been repainted Rangoon red. The car has red interior, all glass is good. The convertible top is good, but the plastic back window needs replacing. Mechanical work has all been done. Call for details! Selling for \$19,000. Tom Maslanka, 860-583-6359. CT.

1963 Sprint Convertible. Red on red, new white top and red interior (not installed). Installed original rebuilt 260 V8. Rock solid body. Tach, much new chrome, too many new parts to list. 4-speed, Hurst shifter. Car about 65% finished. Easy finish to show quality. \$12,900. Wayne Lynn, 864-444-5255. Taylors, SC.

1963 Falcon Futura Convertible, white exterior, white convertible top, red interior. New carpets, new upholstery, new door panels, always garaged, 6 cylinder, automatic transmission, great car, \$12,000.00. Joanne Henderson, 314-894-3024 or send email to [jojofalconlady@sbcglobal.net](mailto:jojofalconlady@sbcglobal.net). MO.

1963 Falcon Deluxe Station Wagon, built Sept. 20, 1962, 170 CID 6 cylinder engine, 3 speed manual transmission, column shift, luggage rack, backup lights, full wheel covers, Viking Blue exterior paint, medium blue interior Recent body work and original color paint, rebuilt heater box and heater core, resealed motor, rebuilt head, new clutch, pressure plate, throw out bearing,

recently recovered seats in original style, new u-joints, Pertronics ignition \$4800, Ray Johnson, 707-546-8082 or [falconray@pacbell.net](mailto:falconray@pacbell.net). CA.

Two 1963 Ford Falcons. One convertible, rough but restorable is a 6 cyl. auto motor stuck has 1960 front clip. The other is a four door that was rear-ended but has 34,000 original miles; also a 6 cyl. auto. \$1200. for both cars. Contact Robb, 724-456-6130 or send email to [jeeprobb@netzero.com](mailto:jeeprobb@netzero.com). NW PA.

1963 Ranchero, built in San Jose, CA. Registered as 1962 with yellow CA YOM plates. Repainted white, with repainted red interior, bumpers rechromed. Straight, rust-free California car. 200 CI. six, Ford-O-Matic transmission, split manifold, duals. Runs good, transmission needs help; rebuilt C-4 goes with car. \$2800. Don Mangan, 650-740-7536. San Francisco area, CA.

1962 Falcon two door, automatic, dark blue. 6000 miles on rebuilt six cylinder engine. Near complete restoration. Excellent body and glass. Many new parts in boxes, including rechromed bumpers and new grille. Car has been garaged for the last 20 years. Asking \$3500 OBO. Pat White, 508-252-3932. MA.

1962 "Futura Hotrod." Drive train is '63 V8: 260 V8, headers, Falcon T-10 4

speed, factory shifter, 4 speed column, 8" rear axle, 5 lug brakes and steering; motor runs; needs brakes. Has '62 bucket seats and console; all Futura parts intact. Some driver's floor rust, and back of quarter panels. \$3500. OBO. For detailed pictures call Lenny Kellogg, 970-593-1964 or [lenkellogg@lpbroadband.net](mailto:lenkellogg@lpbroadband.net). CO.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.



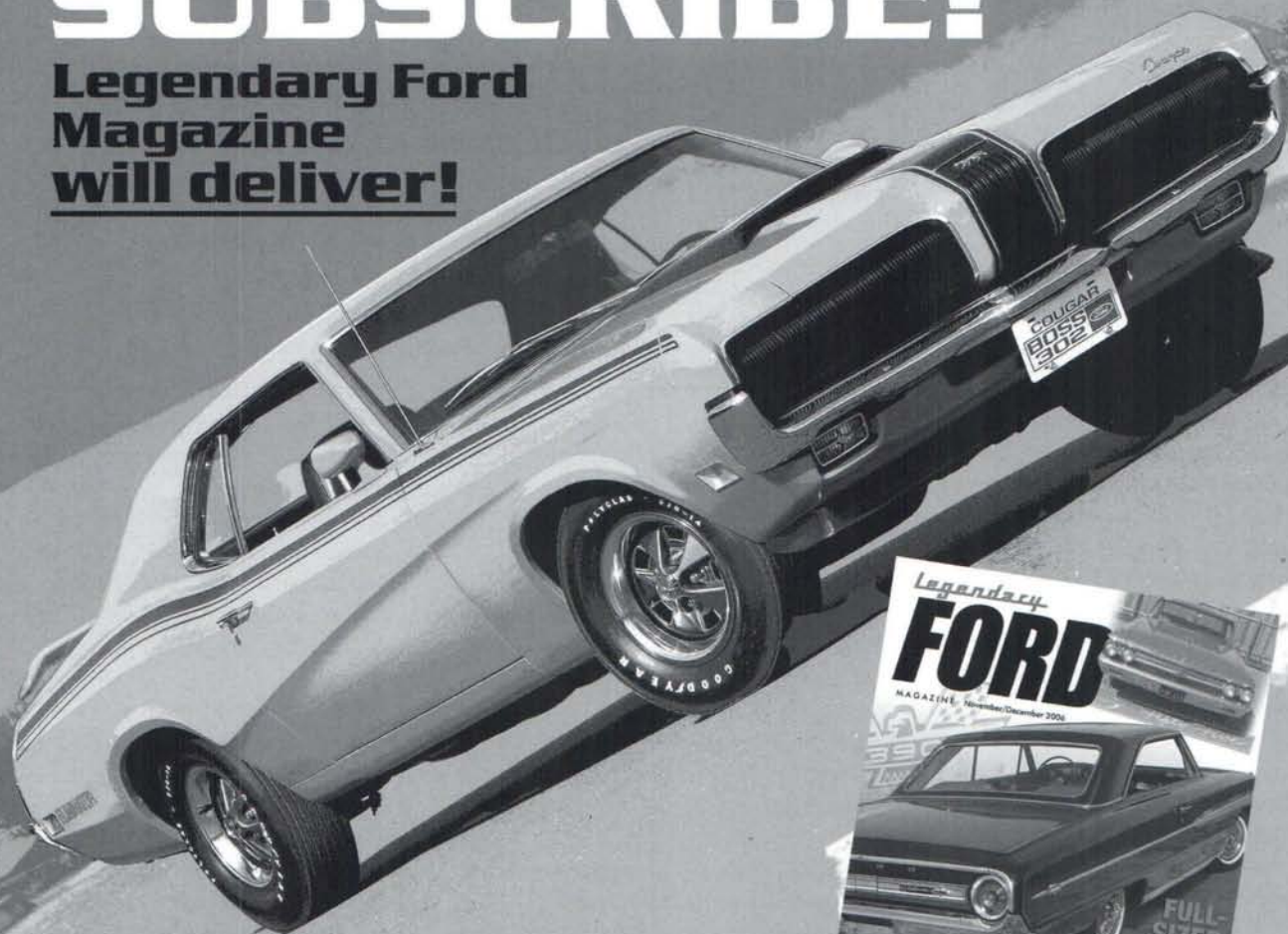
1962 Falcon Station Wagon. Original rust free Arizona car. White and Chestnut brown. New radial tires. Deluxe package. Air conditioning. Six cylinder later model, with automatic transmission. Drive anywhere. \$10,900. John, 954-467-8371 or [kelautoaircondit@bellsouth.net](mailto:kelautoaircondit@bellsouth.net). FL.

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# Classified Advertising (con't)

—Continued from page 23



1960 Falcon four door Deluxe sedan. This is one of the originals, manufactured in autumn, 1959. A family car since 1965, professionally restored in 1997. Original 6 cylinder 144 engine and automatic transmission have been rebuilt. Black with silver/grey interior. Asking \$12,000. Rick McNelly, 815-885-3749 or [rkmcpd@cs.com](mailto:rkmcpd@cs.com). Rockford, IL.

1960 Ford Falcon two door, 78,000 original miles. Manufactured January 1960, Body 64A, Trans 3, Axle 1. Original 144 engine rebuilt 5000 miles ago. Many new and extra parts. Black with silver trim. Needs paint, some interior and minor mechanical work. \$10,000 OBO. Call Beverly at 517-849-7156. MI.

## Falcons Wanted

1966-67 Falcon Sports Coupe with Factory Air. Chuck, 615-268-3044 cell or [chuck@mindspring.com](mailto:chuck@mindspring.com). TN.

Wanted: 1962 Futura coupe, 1965 2 door HT, or 1967 Sports Coupe, clean driver or original. Six cyl and auto. trans. can be bench or bucket seats, any color but black. No rusted cars. Low miles a plus 70,000 or less. Milt Robar, 256-488-9318 eves. or [rbrmil69@netzero.net](mailto:rbrmil69@netzero.net). AL.

WANTED: 1964-1965 Falcon, Futura model with trim, prefer a 1965. Prefer V8. Must be automatic. A/C would be nice. Nice driver needing little or no work. Needing paint is OK. Not red or black inside or out, please. Hardtop, convertible or 2 door post. May consider nice 1965 wagon. Will travel in Canada

—Continued on page 26

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## Calendar of Events

### 29TH FALCON NATIONAL MEET

July 10-12, 2008 in Springfield, MO. Use registration form in this issue. More info: 501-605-1370 or 316-838-7487. Make your plans now, help out the hosts.

### 18TH PACIFIC REGIONAL MEET

August 15-16, 2008 in Salem Oregon. This is the first time the meet has been held outside California. Use form in this issue to enter. The next day you can attend the Ford Fever show sponsored by Dearborn Classics at the nearby Woodward Dragstrip on August 17th.

### NORTHEAST CHAPTER 12TH ANNUAL REGIONAL MEET

August 15-16, 2008 at The Publick House, On the Common, 277 Main St., Rt. 131, Sturbridge, MA. Room rate is \$84/night. 508-347-3313 or 800-PUBLICK, mention FCA. More info: Rick Bowes at 401-823-1059 or [falconsprint@aol.com](mailto:falconsprint@aol.com).

### WOODWARD DREAM CRUISE

Saturday, August 16th, 2008, from 9 a.m. to 9 p.m. The world's largest one-day celebration of car culture, attracts more

than one million visitors and more than 40,000 muscle cars, street rods, custom, collector and special interest vehicles. Many of the nine cities from Ferndale to Pontiac, MI have events scheduled throughout the weekend. [woodwarddreamcruise.com](http://woodwarddreamcruise.com).

### METRO DETROIT CHAPTER FIRST REGIONAL MEET

August 29-30, 2008, Holiday Inn, Southgate, MI. The Metro Detroit Chapter is hosting its first Regional meet in Detroit. Join us for the Friday night cruise to the Lincoln Park Sears, the largest cruise in the Detroit Downriver area. Additional activities: Greenfield Village and the Henry Ford (formerly Henry Ford Museum) in Dearborn, and for the children, a Splash Park adjacent to the Holiday Inn. Visit <http://detroitfca.webs.com> for more info. Or call Alan Aniol 734-282-8188 or [joanal@wideopenwest.com](mailto:joanal@wideopenwest.com). Use the registration form in this issue.

### 8TH CAROLINAS CHAPTER REGIONAL & ALL FORD SHOW.

September 26-27, 2008. Holiday Inn Express Hotel & Suites, 2491 Wonder Drive, Kannapolis, NC. Reservations: 704-743-1080 or 1-800-HOLIDAY. Room rate: \$75., suites \$85., mention FCA. Valve Cover Races at the Regional and a tour of a nearby Roush Racing Shop. More Info: James Baxter, 704-736-1920 or [ncfalcon@charter.net](mailto:ncfalcon@charter.net).

### 12TH ANNUAL FUN FORD SUNDAY

September 7, 2008, 10:00 AM to 3:00 PM. Solano County Fairgrounds, 900 Fairgrounds Drive, Vallejo, California 94589. Gates open at 8:00 AM for exhibitors. Sponsor: Nor-Cal Ford Club Council Exhibitor Fee: \$20 in advance, \$30. at the gate. Info: PO Box 6682, Concord, CA 94524-1682 or <http://www.funfordsunday.com> or 510-538-7866.

This is an interclub event open to all Ford, Lincolns, and Mercurys—the largest such event in northern California. Anniversary cars are 100 years Model T, 60 years F series trucks and 50 years Edsel. 500 cars expected. The show benefits various local charities.

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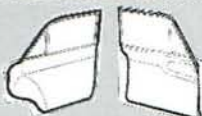


1960-63 Falcon 2 & 4 dr sedan  
outside door handles. LH & RH  
C0DZ-6422404-PR **\$110.00pr**



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C0AZ-6422600-A **\$20.00ea**

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handle  
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C80Z-5422917-B **\$15.00**



1964-66 Falcon outside mirror. LH or RH  
C5AZ-17696-F **\$80.00**

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windows (8 pieces)  
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1960-62 Ranchero  
C0DZ-6621452-K **\$50.00kit**

1963-65 Ranchero  
C3DZ-6621452-K **\$40.00kit**

### FALCON TRUNK LID SEALS



1960-63 all with trunks  
C0MB-6443720-C **\$17.50**

1964 and 1967-70 all with trunks  
C3AZ-6243720-A **\$17.50**

1965-66 all with trunks  
D0AZ-6243720-A **\$27.50**

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# Classified Ads (con't)

—Continued from page 25

or US reasonable distance from the Toronto, Ontario area. I am just north of Buffalo, NY border. Doug Clare, 519-787-0530 or send email to [dougclare@sympatico.ca](mailto:dougclare@sympatico.ca).

## Parts To Trade

Want to trade my 1964 factory, original Sprint Tachometer, chrome valve covers, chrome air cleaner cover, black armrests, NOS hood ornament, other misc Sprint items for a true HIPO 271 HP engine plus my cash. HIPO parts without block may work too. I also have 1965-68 Mustang parts, to trade/sell. Call Bob at 330-506-3137. Youngstown, OH.

## Parts Wanted

For 1966 Falcon Sports Coupe: top trim piece on BOTH rear windows. Tom Boscher 812-849-6104 Eastern Time Zone or [spicevalleyroad@verizon.net](mailto:spicevalleyroad@verizon.net).

Wanted: a radio for a 1964 Falcon Futura. AM or AM/FM only. Would like new, but will accept a used one if it is in working order. Please email Tom Di Donato with price and picture if possible at [mastertoolcorp@yahoo.com](mailto:mastertoolcorp@yahoo.com) or call 732-919-1010 between the hours of 8 AM and 4 PM EST or mail info to P.O. Box 711, Farmingdale, NJ 07727.

Carburetors - part # on air horn C8OF-AB & C8OF-AA. FE distributors - part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent

condition either used or NOS. Keith Litteken 11394 Revere Ln., St. Louis MO. 63128-1416 . 314-351-1789 or email [kslitteken@aol.com](mailto:kslitteken@aol.com).

1967 rear bumper. Three year restoration almost completed, I have reservations in Springfield already. PLEASE HELP! I have heard that 1966-69 are the same, but I'm not sure. Skip Mutchler, 312-287-4923 IL.

A complete rear axle assembly from a 1960 Ranchero or Station Wagon with the 144 engine. The axle code is 2 as seen on the door data plate and the ratio is 3.89:1. I will also consider axle code 1 with a 3.56:1 ratio from the same models Phone Joe Tatti at 905-335-2834 after 6:00 PM EST. Ontario Canada.

Wanted: Falcon Sprint Tachometer in excellent working condition. Please contact Jeff Schlink with details at 309-212-6528. IL.

1963 Falcon Deluxe two door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grille, h/l doors, park lamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. Keith Litteken 11394 Revere Ln., St. Louis Mo. 63128-1416. 314-351-1789 or [kslitteken@aol.com](mailto:kslitteken@aol.com).

## Parts For Sale

1967 carburetor for 289 2V w/automatic tag # C7DF R, \$50. 1970 302 heads: cast # DOOE, \$100 pr. 1968 302 4V stroked to 347: Eagle rotating assembly, Holley, Edelbrock, MSD, ARP main & head studs, roller rockers and stud girdles \$4,800. Keith Litteken 314-351-1789 or [kslitteken@aol.com](mailto:kslitteken@aol.com), MO.



1964 Ford 260 engine. \$3300 spent on professional rebuild. Lots of new parts, chrome and rebuilt 4 bbl Holley carb. I have the receipt from rebuild with complete list of parts. \$2700 OBO. I will do my best to answer any questions. Nate Lawson, 802-388-6553 or [natelawson1@yahoo.com](mailto:natelawson1@yahoo.com). VT.

NOS 1964 Falcon grille \$1,295., NOS 1965 Falcon grille \$1,295., NOS 1964 headlight doors \$295., NOS 1965 head-

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light doors \$295., NOS hood ornament \$225., 1963 Sprint Script \$225., 1963-1965 Sprint air cleaners \$200., 1963-1965 Sprint California emissions air cleaner \$350., NOS 1964 Sprint Panel \$1,495. Vic Falcone, 518-355-7756 or [vfalcon64@aol.com](mailto:vfalcon64@aol.com). NY.

1963 170 engine AND 4 Speed, hipo shifter and DS hump. Complete good working 40+ years condition. NOT rebuilt. \$750. 1963 3 Speed Tranny. Good original working condition. \$150. 1961 3 Speed Tranny. Good original working condition. \$150. Dagenham 4 Speed and Shifter Box. Works but noisy. Rebuildable Core. \$ 150. 1984 T5 V8 5 Speed. Works but noisy. Rebuildable Core \$150. 1966 200 CID Block & Head. Rebuildable Core \$100. 4Spd Dagenham. Parts Only \$50. Will Email pictures. Prefer local pickup in the Hudson Valley an hour North of NYC. Call Rich at 845-795-5778 or send email to [powerband@hvc.rr.com](mailto:powerband@hvc.rr.com).

Five 13 inch rims, 5 lug; \$100. for all. Seven 13 inch spoke hub caps with Ford crest spinner, \$180. for all. Set of 1964-65 chrome valve covers from Sprint. Very good shape, \$85. T10-4 speed transmission with t-handle shifter- \$475. Original Falcon radio, \$45. 2 barrel intake manifold for 260 cubic inch engine, \$60. 4 barrel intake manifold for 260 cubic inch engine, \$60. Three horn rings for Ranchero-Falcon and Fairlane, \$25.each. Three Chrome pieces that fit to the instrument panel on Falcon, \$20. each. Tom Maslanka, 860-583-6359. CT.

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Needham Hgts., MA 02494-1218. 781-449-2065 anytime. [www.autotran.us](http://www.autotran.us).

Warty's Falcon Parts, LLC, your Falcon cooling system specialist. Come see us at [www.wartysfalconparts.com](http://www.wartysfalconparts.com) or call us at 301-349-2666. Mike Garrett, MD.

Seven hub caps from 1963 Falcon Sprint. They are 13 inch spoke hub caps with spinner, \$195. for all. You pay the shipping. Five rims that are 13 inch, 5 lug - \$195. for all. You pay the shipping. Tom Maslanka, 860-583-6359. CT.

Falcon parts for sale. (All for \$2500.) 1964-170 engine Falcon Ranchero, 4 speed Dagenheim transmission. Additional Dagenheim clutch and linkage, complete front end, complete rear with breaks and drums. 1 set of 4 lug wheels, 1 set of 5 lug wheels, 3 core radiator. Howard Weber, 954-476-8665. 12301 NW. 23rd Ct., Plantation, FL. 33323

1962 Falcon four door parts. Body parts, transmissions, motors, all kinds of parts. Perry Lee, 860-568-1829. CT.

1964-65 Falcon Parts: Steering wheel with tan leather cover \$30. Sunvisors complete with all mounting hardware \$30. Speedometer with both gauges complete instrument cluster \$85. Single speed wiper motor \$25. Ranchero/Wagon: Latches for tail gate \$15. pair. Tailgate release center with both rods that connect to latches \$15. Tailgate holder (not a cable) \$7. Tail light buckets, bucket to body gaskets, tail light lenses and gaskets complete \$40. pair. All ITEMS PLUS SHIPPING Call Ray at 505-524-3371 or [1965falcon@zianet.com](mailto:1965falcon@zianet.com) or P.O. Box 3 Fairacres, NM. 88033

Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Lenny Kellogg 970-593-1964 or [lenkellogg@lpbroadband.net](mailto:lenkellogg@lpbroadband.net) CO.

Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 60-61 Falcon race cars. Held on with pins. \$650 Call or email for availability and prices. Call or email Don Branson, 636-228-4501 or [dbranson@mail.win.org](mailto:dbranson@mail.win.org). 4097 Hwy T, Marthasville, MO 63357-2019.

## Miscellaneous For Sale

**Shop Manuals by Ford:** '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37<sup>th</sup> Ave. So. Seattle, WA .98118. 206-721-3077. [Alex@books4cars.com](mailto:Alex@books4cars.com).

Falcon News, Falcon Bulletin & Falcon Quarterly back issues from 1985-2006, about 200 copies altogether. Will sell as a set for \$99. OBO. Bob Richmond, 302-429-1906 or send email to [robertsrichmond1@verizon.net](mailto:robertsrichmond1@verizon.net). DE.

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. JESSER'S CLASSIC KEYS, 26 West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129 [www.jessersclassickeys.com](http://www.jessersclassickeys.com)

## Where's My Ad?

Classified ads must be renewed monthly to continue to run. Please use guidelines on page 7 for correct formatting and deadline information. Advertise in The National Falcon News— You will get results!



—Continued from page 19

Apparently, the Mustang beguiled our Falcon as ours didn't start; it turned over fine, but there was no spark. I tried my trusty handkerchief-to-dry-the-distributor-cap routine to no avail. During Falcons Fly North we were talking during the awards banquet and mentioned my battery test... I left the lights on and the battery was dead the following morning. I thought we had roadside service on our car policies. Folks from California said they had a AAA membership which covered any cars they drove. We got AAA just before leaving and put the membership to good use this morning.



The tow truck driver was a hot rodder. He looked around the engine compartment and said, "You probably don't need that," referring to the OEM ballast resistor. The tow truck driver bypassed the resistor with a paper clip and the Falcon started almost before I turned the key.

The mechanic, also a hot rodder, said pretty much the same thing. He bypassed the resistor and all went well.

During the four hour pit stop to get the engine running again, Pat was forced to shop in Carmel, we were just blocks from the shopping district.



The temperature at the beach was way too cool to do any sunbathing, but the view was still worth the walk.

The trip from Carmel to San Francisco was to become a 10-hour ordeal.

We should have gone through Monterey rather than to Salinas, but lunch was wonderful and reasonably priced and we drove through a eucalyptus grove—a wonderful olfactory experience. We finally ended up on the Pacific Coast Highway and drove into Santa Cruz. Magically, the P. C. H. reappeared and we continued northward.



We came upon what looked like small airplanes flying over the ocean. We stopped and found surfers wearing harnesses connected to para-sails were riding surfboards. The wind was propelling them at quickly out to sea and they tacked like sailboats to come back. It was fun for them, terrifying to us.



When we headed north, we came to the white cliffs of California.



We arrived in Half Moon Bay just in time for the Pumpkin Festival traffic jam. As we entered, Pat saw this cloud covering the mountain and said, "Get a photograph." It was a great reminder of God's power and grace, and the blessed nature of our Falcon adventure.



—Continued in July issue



## "Car Nuts"

Eva and Leslie Combs

Here are some pictures of our 1964 Falcon in front of our old gas station that I built on our property.

I bought my first 1964 Falcon when I was a Junior in high school in 1968. I paid \$60 a month payment on it, and that was a LOT for a high school kid making \$1.25 an hour working in the local Conoco gas station! I drove the Falcon all the way through high school, and when Eva and I got Married in 1970, we took it on our honeymoon to Branson, Missouri.

In 1975 we had already started our family and we wanted a family car, so we sold the Falcon and bought a 1968 Buick. I always kept track of the 1964 Falcon and it finally got bad enough that it was put in the river as a bank stop!

I always wanted it back and in 1990, I found one like it out in western Nebraska! On Thanksgiving afternoon, we went out and bought it. It was Rangoon Red, with what was left of a white top!

So I got it home and did the restoring it to exactly like the one I had in high school and when we were married 38 years ago. It even has Eva's senior picture on the dash as it did back then. The Falcon is all stock, 260 V8 three speed, except the wheels and the stripe. Three of us guys put those stripes on our cars in high school, so it had to be on the Falcon for it to be right!

We were married 25 years in 1995 and we took it on our second honeymoon back to Branson.

Eva and I both enjoy driving the Falcon 2000–3000 miles a year. Our son is 33 and he loves to drive it!

We also have a 1933 Hudson Essex Terraplane street rod that I built that we drive that 3000–4000 miles a year. I have restored a 1965 Mustang for our daughter. Now I'm in the process of doing another 1933 Terraplane that is very modified.

We love all of our old cars and enjoy driving them more than showing them. We go to car shows to meet new friends! The best trophy you can get is a "thumbs up" (which we get a lot of). We are always "flying high" with our Falcon and Terraplane!

—Submitted by "Your Car Nut friends"  
Leslie and Eva Combs (FCA #9700)  
Maryville, Missouri

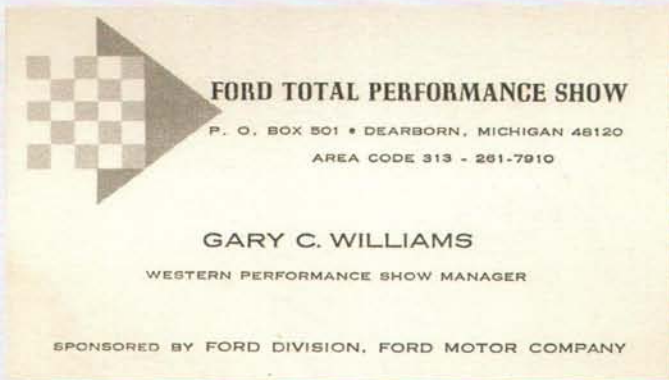


Self described "car nut" and FCA member, Leslie built this old gas station on his property. Note the gas prices! Leslie and Eva's story is similar to Ed and Marilyn Kernozeck; even the dates match. See theirs on page 14.



# New Member Feature

## Gary C. Williams



**N**ew FCA member Gary Williams (FCA #13138) of Mariposa, California writes, "I am sending along my antique business card along with my membership. I was Manager for the Ford Total Performance Show from 1969 to 1972."

Gary was also a charter member of the original Falcon Club of America, sponsored by Ford Motor Company, the National Council of Falcon Owners Club.

He included a few photos of his Falcons. Note the dates on photos of the Futura, November 1964, "fresh off the show room floor."

In 1966 he turned it into a race car and won over 50 trophies in one year.

Gary writes, "I am the second owner of the Ranchero and knew the original owner since I was a kid. I know I am going to enjoy my membership in the Falcon Club of America."

Are you a new member of the Falcon Club of America? Send some photos and a few paragraphs about your Falcon(s) to the Editor at the address on page 6. Welcome, Gary, and all new FCA members, we're so glad you're here!

